

IV. AMENDMENTS TO THE CLAIMS

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1. (CURRENTLY AMENDED) A pneumatic tire comprising, a mark portion which changes ~~a surface shape thereof~~ as wear progresses, said mark portion being provided on a portion of a tread surface of said tire and disposed apart and in isolation from a main groove extending circumferentially about said tire, wherein said mark portion includes a first cavity and a second cavity disposed adjacent the first cavity, each one of the first and second cavities extending into the tread surface of said tire, wherein said first cavity has a first cavity length that continuously changes as a depth of the tread surface decreases due to wear and said second cavity has a second length that remains constant as the depth of the tread surface decreases due to wear.

2. (CANCELED).

3. (CURRENTLY AMENDED) The pneumatic tire according to claim 2_1, wherein wall surfaces of ~~said thin groove~~ at least one of said first cavity and said second cavity are colored with a different color from that of surrounding rubber.

4. (CURRENTLY AMENDED) The pneumatic tire according to claim-2 1, wherein a colored member of a different color from that of surrounding rubber is buried in ~~said thin groove~~ at least one said first cavity and said second cavity.

5. (CANCELED).

6. (CURRENTLY AMENDED) The pneumatic tire according to any one of claims ~~2 to 3~~ and 4,
wherein a surface shape of ~~said thin groove~~ at least one of the first cavity and said second cavity is a quadrilateral having two pairs of opposite sides of respectively the same length, and

one of said two pairs of the sides is made constant ~~in the depth direction~~
~~from said tread surface~~, and the other pair is made to change ~~in the depth direction~~ from
~~said tread surface~~.

7. – 18. (CANCELED).

al 19. (NEW) A pneumatic tire comprising,
a mark portion which changes as wear progresses, said mark portion
being provided on a portion of a tread surface of said tire and disposed apart and in
isolation from a main groove extending circumferentially about said tire, wherein said
mark portion includes a pair of cavities disposed either in contact with or adjacent to one
another, each one of the pair of cavities extending into the tread surface of said tire,
wherein each cavity has a cavity length and the cavity lengths continuously change in
substantially equal amounts as a depth of the tread surface decreases due to wear.

